

REMARKS

Applicant herein responds to the Office Action dated 9 May 2005.

Claim Rejections – 35 USC § 102


Claims 11-13 and 16 were rejected under 35 U.S.C. §102(b) as being anticipated by Dietz et al. Claim 11 had been amended to state that the step of coupling is done “in a mating fashion,” and claim 13 has been cancelled. Dietz et al. does not show or suggest such a mating arrangement, which allows efficient transfer of the inert gas to the engine from the source without human intervention necessary for the process. The present invention will securely mate onto the engine cooling system as opposed to the Dietz device which is simply placed in the vicinity of the air intake 24 (i.e. carburetor) of the engine. The present invention not only provides the inert gas to a different portion of the engine (cooling system vs. intake, combustion and exhaust systems) but also results in a more economic process than shown and discussed in Dietz, since gas will not be lost to the surroundings, as would happen by using the apparatus of Dietz. Accordingly, claim 11 is believed to contain patentable subject matter, and allowance is requested. Claims 12, and 16, which depend from claim 11, are also believed to contain patentable subject matter, and allowance is requested.

New claim 31 has been added to distinctly recite the inert gas used in the process as helium. Dietz does not contemplate the use of helium, which works more efficiently than any of the inert gases recited in Dietz. The very low molecular weight of helium (4 atomic mass units (a.m.u.) compared to the molecular weight of water (18 a.m.u.) will cause rapid and efficient elimination of both oxygen and water vapor from the chamber without requiring excess gas usage and without requiring the gas introduction point to be at the top of the chamber. Similarly, because the molecular weight of helium is dissimilar to that of oxygen (32 a.m.u.), the purging process is more efficient than that of a gas having a similar atomic weight to oxygen, such as nitrogen (28 a.m.u.). This is an ideal situation for

preventing corrosion. While nitrogen and other inert gases can be used according to the present invention, claim 31 specifically recites a new, novel method that adds economic advantages of the present invention over the prior art not previously realized. Accordingly, allowance of claim 31 is requested.

Currently amended claim 11, original claims 12 and 16, and new claim 31 are requested to be passed to allowance. No new matter has been added by this amendment.

Respectfully Submitted,

By 
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